

Route 27

Updated: October 2005

Delta via Hinckley to Nevada line. March 7, 1927.

1953 Description:

From Delta on Route 26 via Hinckley to the Utah-Nevada State line.

1963 Description:

This route was reversed and approved by the Legislature.

Approved by the 1965 Legislature:

1967 Legislature:

1969 Legislature:

SR-8 from Moark Junction to 1-70 west of Green River and SR-26 from Delta via Spanish Fork to Moark Junction re-designated SR-27 by the 1969 Legislature.

1969 Description:

From the Utah- Nevada State line easterly via Delta and Tintic Junction, thence easterly via Spanish Fork Canyon and Price to SR-4 (Interstate 70) west of Green River. *(A) *(B) *(C)

1975 Legislature:

*(D) 1975 Description:

The old alignment of SR-27 northwest of Thistle Junction abandoned and property relinquished to adjacent property owners.

The old alignment of SR-27 east of Thistle Junction relinquished to Utah County.

1975 Description:

From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Spanish Fork Canyon and via Price By-Pass road to SR-4 (1-70) west of Green River. 1977 Legislature Description remains the same as 1975 Commission action.

*(E) 1977 Commission Action (May 20, 1977)

The 1977 Legislature description of State Route 27 is deleted from the State System and reassigned as State Route 6.

* Refers to resolution index page following.

Route 27

COUNTY/VOLUME & RESOLUTION NO.

A. Emery Co. 4/20 **B.** Utah Co. 5/7 **C.** Utah Co. 5/19

D. Carbon Co. 5/33 **E.** Multiple Co. 6/2

DESCRIPTION OF RESOLUTION CHANGE

- | | |
|--|---|
| (A). Relocation/New Alignment - | From near Woodside toward Green River |
| (B). Abandonment - | Old section of SR-27. Description in Resolution. |
| (C). Disposition - | Old Alignment around Thistle Junction. |
| (D). Relocation/Transfer | Old Alignment of SR-27 from Carbon Avenue and Main Street Price to a connection with the Price by Pass at Blue Cut to Price City and Carbon County. |
| (E). Deletion - | Deleted SR -27 as a State Route designation. |

27
20
LUTION
ate Route 27
age 3

Robt. H. Root

Commissioner

Francis F. Fitch

Commissioner

ATTEST:

Russell A. Zimling
Secretary

UNITED STATES GOVERNMENT

 140
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 UTAH DIVISION

Memorandum

JUN 7 1971

DATE: June 4, 1971

In reply refer to: 09-42.41

 TO : Mr. Henry C. Helland
 07-SP Director of Highways
 Salt Lake City, Utah

 FROM : George W. Bohn
 for Division Engineer
 Salt Lake City, Utah

 UTAH STATE
 DEPT. OF HIGHWAYS
 CENTRAL FILES

Charles H. Culp

SUBJECT: Utah Systems: Relocation of FAP Route 28 in Emery County

Your request of May 21, 1971, to relocate FAP 28 from the old alignment to the new alignment constructed under Projects F-028-3(10), First and Second Contracts, is approved.

We are also approving the transfer of the old road from a point 700 feet north to a point 1000 feet south of the old railroad underpass to the local jurisdiction and the abandonment of the remainder of the old road.

This action decreases the FAP system 0.44 mile and increases the county B mileage by 1.1 miles.

The relinquishment of right-of-way due to the abandonment of portions of the old highway will be considered upon submittal of the formal request and adequate maps.

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN
 THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS
 BEEN COMPLETED.

ROUTED TO		INITIAL ACTION
Systems Planning		
1-Information		
2-Recommendation		
3-Approval		
4-Action		
5-Recommendation		
6-Approval		
7-Action		

 @ Hwy Leads
 Primary


BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: May 21, 1971

TO : George W. Bohn, Division Engineer
09-42.41 Federal Highway Administration

FROM : L. R. Jester, Chief
07-S Systems Planning Division

SUBJECT: Relocation Federal-aid Primary Route 28 in Emery County

On May 14, 1971, the Utah State Road Commission adopted a resolution transferring the designation of State Route 27 to the new alignment resulting from the construction of Project F-028-3(10) 1st and 2nd Contracts from a point near Woodside southerly toward Green River.

To maintain continuity in the Federal-aid Primary System of Highways we hereby request your concurrence in the relocation of Federal-aid Primary Route 28 to be coincident with the new location of State Route 27.

Approval of this recommended change would result in a decrease of 0.44 mile in the Federal-aid Primary System and will not necessitate a change in the approved description of Federal-aid Primary Route 28.

Transmitted herewith are the requested number of resolutions and map sheets.

Transmittal

BDB:WDMears:bt

OTT, CLERK

A GREAT FUTURE

WITH COAL, GAS AND URANIUM



Office of Emery County Clerk
Castle Dale, Utah

January 6, 1971

James Deaton
District Engineer
District 4
Price, Utah

Dear Sir:

It is the recommendation of the Emery County Commissioners that the Old 50-6 Road from Woodside South toward Green River be abandoned, with one exception.

Beginning at a point 1000 feet North of the Old Mile Post 112, where the Green River-Castle Dale Cut-off intersects the 50-6, thence North .6 of a mile under the D. & R. G. W. Railroad underpass to the approach of the new 50-6 Highway location.

We would be interested in acquiring and removing some of the structures on the abandoned section, if the State Road Commission has no use for them.

Sincerely

EMERY COUNTY COMMISSION

Gardell Snow, Chairman

Glen P. Bott, Clerk

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: April 22, 1971

TO : B. Dale Burningham
Planning Statistics Supervisor
Attn: Lester Jester

FROM : J. W. Homer *gwh*
Plans & Estimates Engineer

SUBJECT: F-028-3(10), 1st & 2nd Contracts
Woodside to Green River

In order to comply with Policy & Procedure for Commission action for old highway abandonment, the following items provide the information as to the interest held and the manner of acquisition of the old Highway right of way.

The old R/W from 1944+40 to a point 700 ft. north of the old RR underpass was acquired from the Public Domain and should be abandoned by relinquishment.

From a point 700 ft. north to a point 1000 ft. south of the old RR underpass to be retained for the County Road connection, was acquired from the Public Domain and should be eliminated from the relinquishment.

The old right of way lying north of the northerly I-70 No Access and Right of Way Line in the NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 18 was acquired from private ownership by Right of Way Deed (Perpetual Easement for Highway) and by Commission abandonment of the old road would revert to the present land owner.

Following the commission action by resolution, a relinquishment of the old Public Domain right of way will be made by this section.

Att.

cc: James L. Deaton, Dist. Eng., Dist. No. 4

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: April 22, 1971

TO : B. Dale Burningham
Planning Statistics Supervisor

FROM : James L. Deaton *JLD*
District Engineer

SUBJECT: F-028-3(10) 1st and 2nd Contracts and PPM 07-4

Attached is a one sheet drawing showing the old and new highway facility from Woodside Southerly to near Green River. The old highway is shown in red, the new highway is shown in green, and Emery County connection to the new highway showing in brown and yellow.

In accordance with Policy and Procedure memorandum 07-4, it is the recommendation of the District Engineer that the old highway facility be abandoned in that the new highway facility insures continuity of service as did the old facility.




Also attached is a letter dated January 6, 1971 from the Emery County Board of Commissioners in which they concur in the recommendation of abandonment with the exception that the County connection to the new facility utilizes a small portion of the old highway. The description for this section is on the attached drawing.

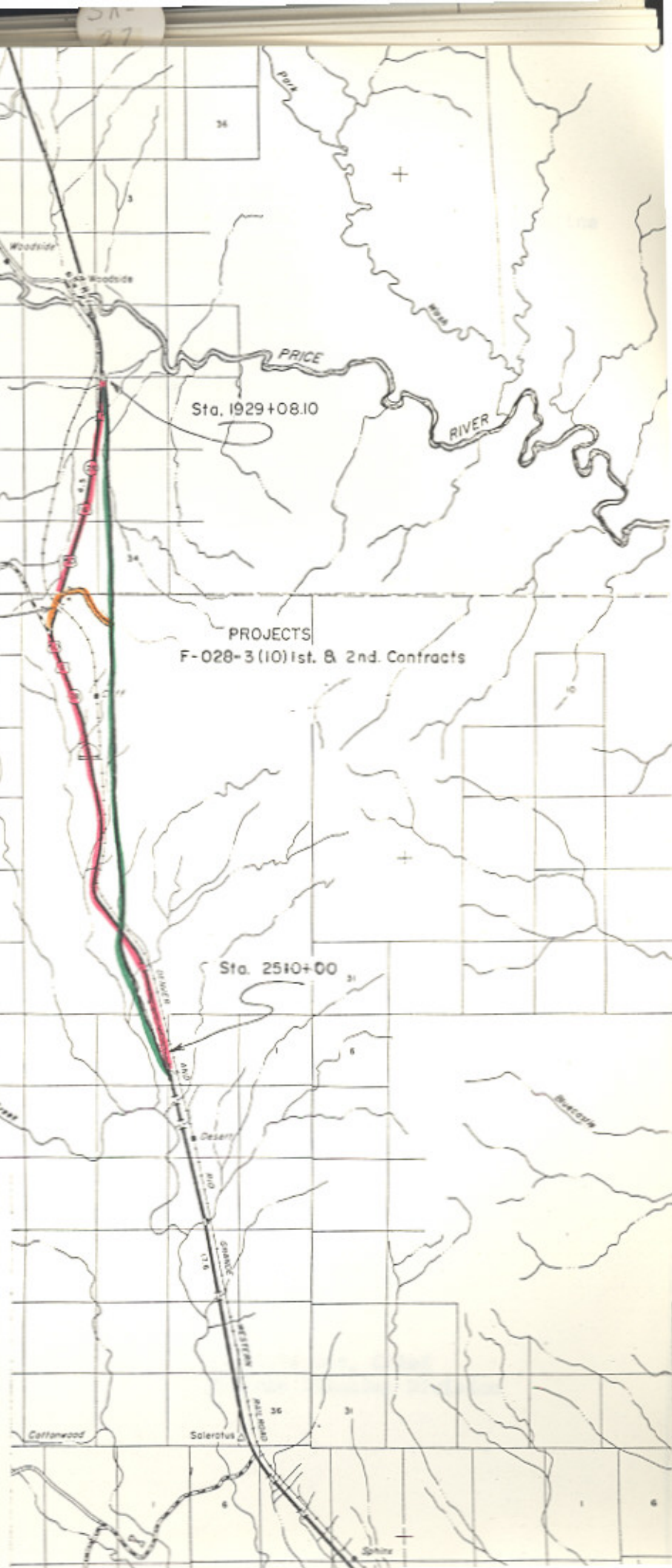
JLD:slj

cc: Board of Emery County Commissioners
Blaine J. Kay, State Highway Engr.
Fran C. Felch, State Road Commissioner

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
EMERY COUNTY

-  Addition to State Road System
-  Deletion from State Road System
-  Transferred to Local Jurisdiction



UTAH STATE DEPARTMENT OF HIGHWAYS

cc: Howard B. Leatham, Engineer for Planning & Programming

Information sent to: James Deaton, District #4 Engineer

Jerry Fenn	Maurice Richey	Ellen Wandell	Charles Bertolina
Ralph Murdock	Clarence Stephens	Harold Brown	Jim West
Dean Steed	Evelyn Crill	Ray Behling	Don Jensen
Porter M. Gooch	Wallace Liddle	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David Sargent	John W. Homer	Ken Riddle
Robert Walsh	Art Geurts	Chauncey Powis	Winston Neiman
Lillian Witkowski	Robin Hood	E. Paul Gilgen	Robert Weadon
Mary Decker	Ezra Christensen	Bert Kros	

June 17, 1971

Mr. Gardell Snow, Chairman
Emery County Commission
Emery County Courthouse
Castle Dale, Utah 84513

Dear Mr. Gardell:

Subject: Relocation Federal-aid Primary Route 28
in Emery County

Effective June 4, 1971, the Federal Highway Administration approved the relocation of Federal-aid Primary Route 28 from the old alignment to the new alignment, constructed under Projects F-028-3(10) First and Second Contracts.

Approved this same date was the transfer of the old road from a point 700 feet north to a point 1000 feet south of the old railroad underpass and the new constructed approach road connecting the new alignment at a point 700 feet north of the old railroad underpass to the jurisdiction of Emery County.

Attached is a copy of the resolution and a location map.

Very truly yours,

L. R. Jester, Chief
Systems Planning Division

Attachment

SR. 27
Utah
Co 7

SR.
File

RESOLUTION

State Route 27

WHEREAS, the reconstruction of State Route 27 northwest of Thistle Junction in Utah County, as Project SP-1533 was completed in 1954, and

WHEREAS, no disposition of the abandoned roadway and surplus right of way has been made, and

WHEREAS, it has been recommended by Mr. Edwin E. Lovelace, District #6 Engineer, and concurred in by the Utah County Commission, that the old section of roadway between engineer stations 895+25 + - to 908+50 + - be abandoned.

NOW THEREFORE, be it resolved as follows:

That the old alignment of State Route 27 between engineer stations 895+25 + - to 908+50 + - be abandoned and ownership transferred to the adjacent abutting owner,

That the memorandums from Edwin E. Lovelace, and J. W. Homer, Plans and Estimates Engineer, and the letter from Mr. L. D. Green, Utah County Surveyor, pertaining to the subject right of way and roadway be hereby incorporated as a part of this submission,

That the map attached illustrating the action taken herewith be hereby incorporated as a part of this submission.

Dated this 7th day of November, 1973.

STATE ROAD COMMISSION OF UTAH

Edwin E. Lovelace
Chairman

R. L. Green
Vice-Chairman

RESOLUTION
State Route 27
Page 2

Wm. L. H. H.
Commissioner

Samuel D. D.
Commissioner

Commissioner

ATTEST:

Lucas A. Feinberg
Secretary

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: August 14, 1973

TO : B. DALE BURNINGHAM, Planning Statistics Sup.

FROM : EDWIN E. LOVELACE, District Six Engineer SUBJECT: Project SP-1533
Old highway abandonment

Transmitted to you is a Right-of-Way Strip Map which indicates in yellow, that portion of old Highway 50 & 6, South of Thistle, that can be abandon from State Highway use.

Also forwarded is a copy of a letter from Utah County, also indicating that they do not have further use of this section of old roadway.

Would you kindly take necessary action so that a resolution can be presented to the Road Commission for their consideration?

EEL/WCJones/Ewd

cc: John Homer, Plans & Est. Engineer, Rdwy. Des.

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: September 27, 1973

TO : L. R. Jester, P.E.
Chief, Systems Planning Division

FROM : J. W. Homer
Plans & Estimates Engineer *20/10/73*

SUBJECT: Project SP-1533 in Utah County
Disposition of Right of Way

Research of the right-of-way files has failed to produce any records to indicate that the old road and whatever right-of-way appurtenances are applicable were acquired by any manner other than prescriptive. The area colored yellow falls within the property of one owner as indicated on the right-of-way plans of the current project.

Since the Utah County Surveyor has indicated the County has no interest in the old road, abandonment logically could be made to the adjacent and abutting owner. If required, a Quitclaim Deed of any Highway interest can be provided by this section.

Att. (Map)

cc: E. E. Lovelace, Dist. Eng., Dist. #6

UTAH STATE
DEPT. OF HIGHWAYS
CENTRAL FILES

SEP 28 1973

RECEIVED

SR-27

Burningham

900



State of Utah

CITY AND COUNTY BUILDING, PROVO, UTAH 84601 TELEPHONE 801 373-5710

August 7, 1973

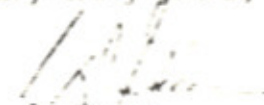
Edwin E. Lovelace
District #6 Engineer
P. O. Box 215
Orem, Utah 84057

Dear Ed:

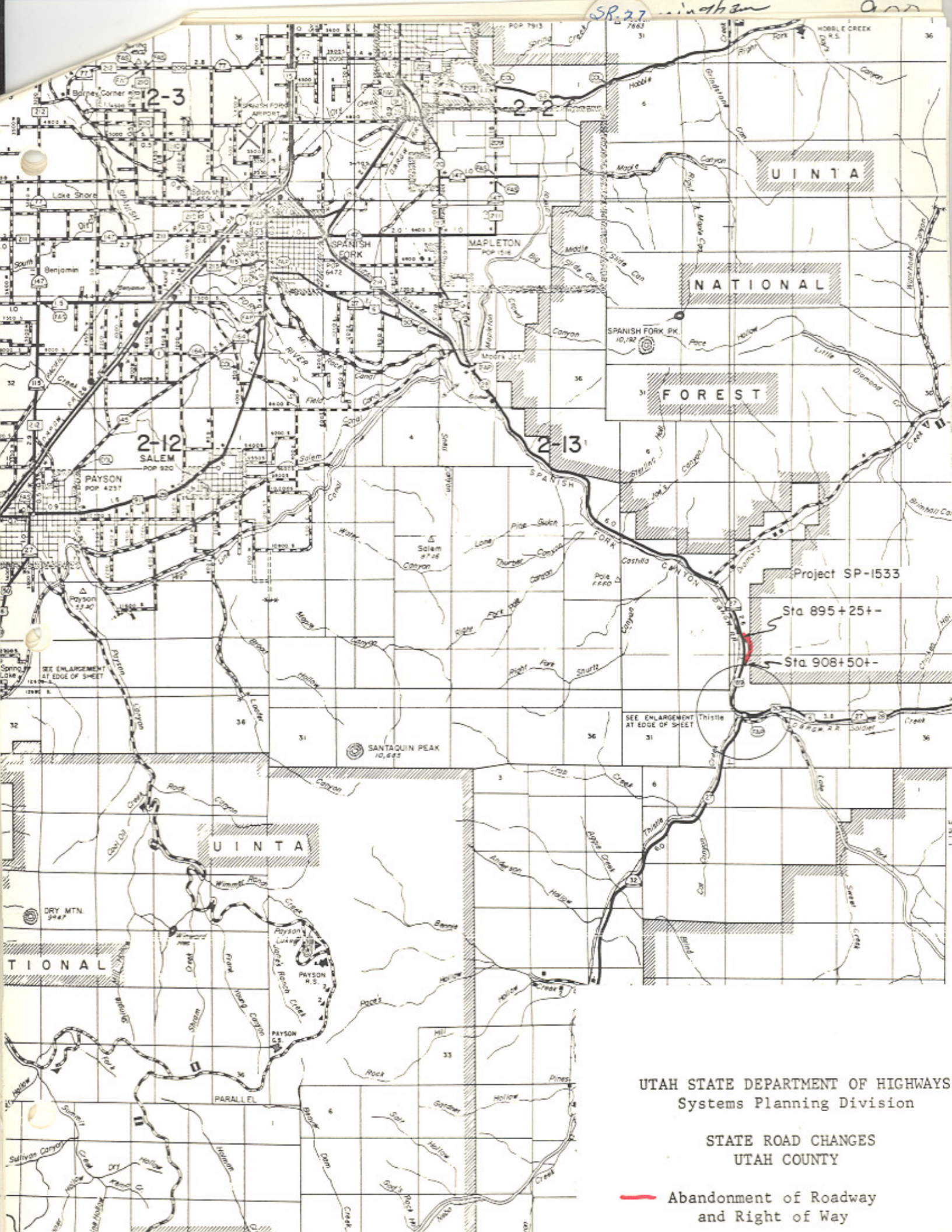
It is our understanding that the Highway Department wishes to abandon an old road right-of-way that runs along U.S Highway 50, 6, and 89 on project SP-1533 southwest of Thistle in Spanish Fork Canyon from station 895+25 more or less to station 908+50 more or less on the right side of the road.

We recommend that you abandon this old right-of-way as Utah County has no interest in it.

Very truly yours,


L. D. Green
UTAH COUNTY SURVEYOR

LDG/vh



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
UTAH COUNTY

— Abandonment of Roadway
and Right of Way

SR-27
UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Same letter sent to: Mr. L. D. Green, Utah County Surveyor

Information sent to: Edwin E. Lovelace, District #6 Engineer

Jerry Fenn	Clarence Stephens	Ellen Wandell	Charles Bertolina
Ralph Murdock	Evelyn Crill	Harold Brown	Jim West
Dean Steed	Wallace Liddle	Ray Behling	Don Jensen
Porter M. Gooch	David Sargent	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David E. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Chauncey Powis	Winston Neiman
Lillian Witkowski	Ezra Christensen	E. Paul Gilgen	Robert Weadon
Mary Decker	Bert Kros		

November 19, 1973

Mr. Verl D. Stone, Chairman
Utah County Commission
City and County Building
Provo, Utah 84601

Dear Commissioner Stone:

Subject: Abandonment of Old Right of Way in Utah County

Effective November 9, 1973, the State Road Commission approved a resolution to abandon that section of old roadway between engineer stations 895+25 + - 908+50 + - Project SP-1533, north of Thistle, as described in the attached resolution.

Attached is a copy of the resolution and a location map.

Very truly yours,

L. R. Jester, P.E.
Chief, Systems Planning Division

Attachment

SR
File

Utah
Co 7

RESOLUTION

State Route 27

WHEREAS, the reconstruction of State Route 27 northwest of Thistle Junction in Utah County, as Project SP-1533 was completed in 1954, and

WHEREAS, no disposition of the abandoned roadway and surplus right of way has been made, and

WHEREAS, it has been recommended by Mr. Edwin E. Lovelace, District #6 Engineer, and concurred in by the Utah County Commission, that the old section of roadway between engineer stations 895+25 + - to 908+50 + - be abandoned.

NOW THEREFORE, be it resolved as follows:

That the old alignment of State Route 27 between engineer stations 895+25 + - to 908+50 + - be abandoned and ownership transferred to the adjacent abutting owner,

That the memorandums from Edwin E. Lovelace, and J. W. Homer, Plans and Estimates Engineer, and the letter from Mr. L. D. Green, Utah County Surveyor, pertaining to the subject right of way and roadway be hereby incorporated as a part of this submission,

That the map attached illustrating the action taken herewith be hereby incorporated as a part of this submission.

Dated this 9th day of November, 1973.

STATE ROAD COMMISSION OF UTAH

Henry H. Church
Chairman

R. L. Linton
Vice-Chairman

File

SR-
27
Utah
19

RESOLUTION

State Route 27

WHEREAS, the reconstruction of State Route 27 from Thistle Junction easterly in Utah County, under Project F-028-1(1) was completed in 1962, and

WHEREAS, no disposition of a portion of the old alignment of State Route 27 has been made, and

WHEREAS, it has been recommended by Mr. Edwin E. Lovelace, District Engineer, and concurred in by the Utah County Commission, that this old alignment of State Route 27 be transferred to the jurisdiction of Utah County.

NOW THEREFORE, be it resolved as follows:

That the section of roadway related on the attached map sheet be transferred to the jurisdiction of Utah County,

That by this action Utah County "B" System mileage will increase 0.6 + - mile,

That the letter from Utah County and the memorandum from Edwin E. Lovelace, pertaining to the subject road be hereby incorporated as a part of this submission,

That the map sheet reflecting the location of said transfer be hereby incorporated as a part of this submission.

Dated this 23rd day of August, 1974.

STATE ROAD COMMISSION OF UTAH

Clayton A. Church
Chairman

Vice-Chairman

James H. Co.
Commissioner

Wayne S. Hunter
Commissioner

R. H. Platt
Commissioner

ATTEST:

Ronald A. Farley
Secretary

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: March 7, 1973

TO : B. Dale Burningham,
Planning Statistics Supervisor

FROM : Edwin E. Lovelace,
District Six Engineer

By James Myron Fisher

SUBJECT: Transfer of By-Passed Highway in Utah County

Will you provide for transfer to Utah County of a section of roadway at Thistle which was by-passed by the construction of Project F-028-1(1) Thistle to Red Narrows.

This construction was completed in 1962 but it appears the section of by-passed road was not officially transferred. A marked sketch is enclosed which shows the location of the road.

The Utah County Commission has been informed of the proposed transfer.

EEL/AW/ksb

Enclosure

YUKUS Y. MOORE Commissioner
VERL D. STONE Commissioner
PAUL A. THORN Commissioner
HARRISON CONOVER Assessor
ARNOLD C. ROYLANCE Attorney
ELWOOD L. SUNDBERG Auditor
WILLIAM F. HUSH Clerk
NINA B. REID Recorder
MACK HOLLEY Sheriff
LA VERN D. GREEN Surveyor
MAURICE C. BIRD Treasurer



State of Utah

COUNTY BUILDING • PROVO, UTAH 84601 • TELEPHONE 801 373-5510

July 15, 1974

Utah State Department of Highways
Box 215
Orem, Utah

Attention: Alex Wadley

Gentlemen:

In answer to your letter of July 10, 1974, it is the decision of the Utah County Commission to place the old road at Thistle on the "B" System.

We therefore ask you to make this necessary change from the State Road System to the County "B" System.

Very truly yours,

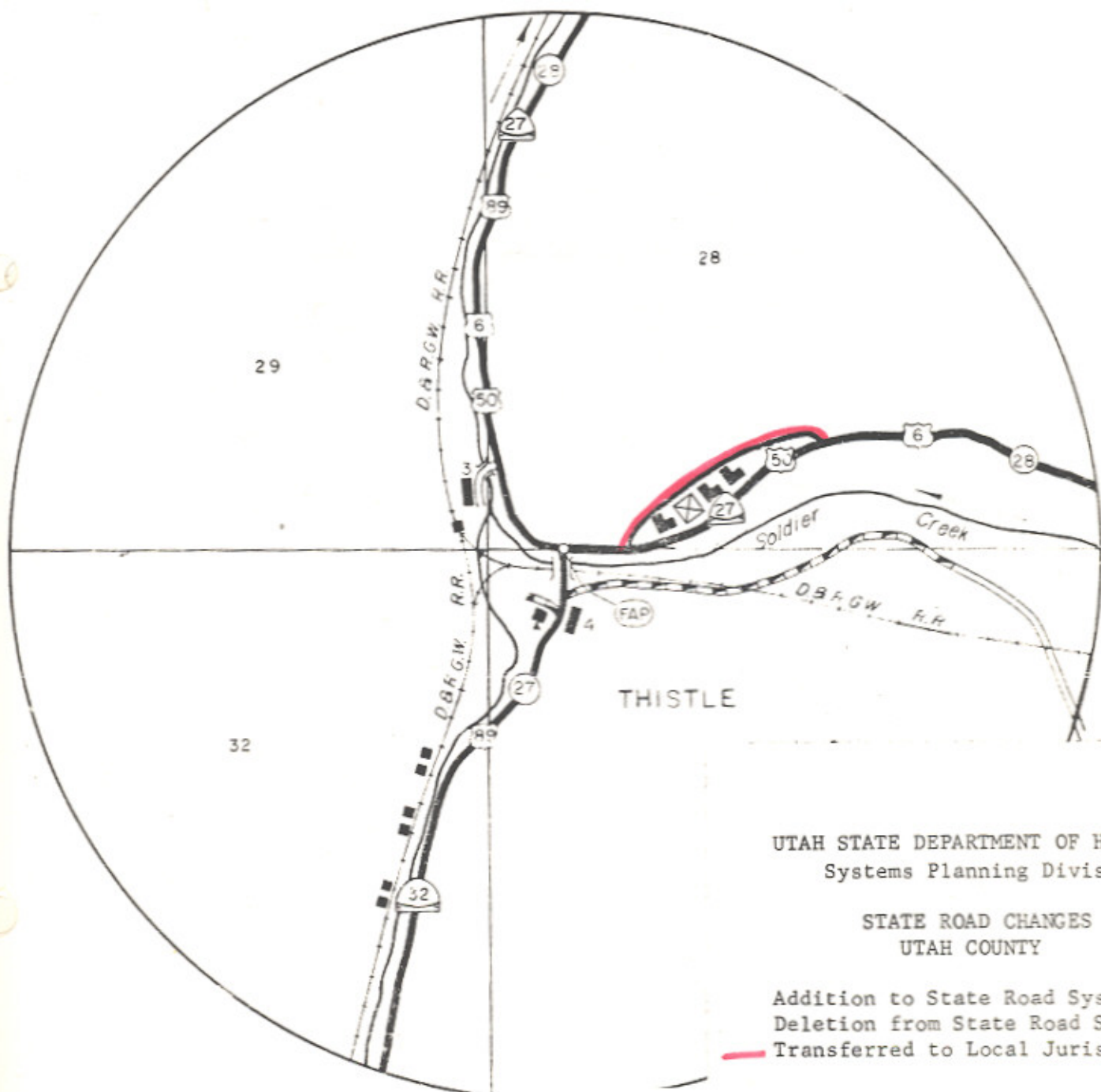

L. D. Green
UTAH COUNTY SURVEYOR

LDG/vh

I W

R 4 E

MOU



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
UTAH COUNTY

Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Same letter sent to: Mr. LaVern Green, Utah County Surveyor, Provo

Information sent to: Edwin E. Lovelace, District #6 Engineer

Jerry Fenn	Clarence Stephens	Ellen Wandell	Charles Bertolina
Ralph Murdock	Evelyn Grill	Harold Brown	Jim West
Dean Steed	W. J. Stephenson	Ray Behling	Don Jensen
Robert Weadon	Sheldon McConkie	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David E. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Chauncey Powis	Mary Decker
Lillian Witkowski			Ezra Christensen
			E. Paul Gilgen

August 29, 1974

Mr. Verl D. Stone, Chairman
Utah County Commission
Utah County Courthouse
Provo, Utah 84601

Dear Commissioner Stone:

Subject: Transfer of Old Right of Way in Utah County

Effective August 23, 1974, the State Road Commission approved a resolution to transfer to the jurisdiction of Utah County that portion of the old alignment of State Route 27 east of Thistle Junction, as described in the attached resolution.

Attached is a copy of the resolution and a location map.

Very truly yours,

L. R. Jester, P.E.
Chief, Systems Planning Div.

Attachment

28-54
SR-27-55
Carbon 33

RESOLUTION

Relocation Federal-aid Primary Route 28

Addition Federal-aid Primary Route 54

Relocation State Route 27

Addition State Route 55

4-27-8
4-27-2
4-27-3
4-24-1

WHEREAS, to permit the Planning and Programming of projects in the Price City area, and

WHEREAS, to provide continuity of Federal-aid and State Routes, and

WHEREAS, the designation of these Federal-aid Primary Routes are in keeping with the Functional Classification as outlined in the Federal-aid Highway Act of 1973, and

WHEREAS, the redesignation and designation of State Routes within this area are in keeping with the Utah Highway Code, Section 27-12-27, UCA, 1953, as amended.

NOW THEREFORE, be it resolved as follows:

That Federal-aid Primary Route 28 be relocated to be coincident with the Price By-Pass Route,

That State Route 27 be relocated to be coincident with the relocation of Federal-aid Primary Route 28,

That the portion of the old location of Federal-aid Primary Route 28 from the southeast connection with the Price By-Pass northwesterly to Main Street and Carbon Avenue, thence north on new location coincident with Carbon Avenue to First North Street, thence westerly coincident with First North Street and the proposed connection to the Price By-Pass be designated as Federal-aid Primary Route 54,

That Federal-aid Primary Route 54 be designated as State Route 55,

That the old location of State Route 27 from Carbon Avenue and Main Street northwesterly to a connection with the Price By-Pass at Blue Cut be transferred to the jurisdiction of Price City and Carbon County respectively,

Page 2

RESOLUTION

Relocation Federal-aid Primary Route 28

Addition Federal-aid Primary Route 54

Relocation State Route 27

Addition State Route 55

the maintenance will continue as a responsibility of the Department of Transportation until such time as the Price By-Pass is open to traffic,

That by this action Price City "C" System mileage will increase 0.2 + - mile, Carbon County "B" System mileage will increase 3.6 + - miles and the Federal-aid Primary System mileage will increase 2.8 + - miles. The actual Federal-aid System mileage will be reflected upon completion and approval of the Federal-aid System as of July 1, 1976,

That application be made to the Federal Highway Administration to relocate and redesignate the Federal-aid Primary System as heretofore described,

That the letters from Price City and Carbon County indicating their concurrence in these system revisions be hereby incorporated as a part of this submission,

That the map showing the revisions as outlined be hereby incorporated as a part of this submission.

Dated this 8th day of August, 1975.

UTAH DEPARTMENT OF TRANSPORTATION

R. LaSalle Cox

Chairman

Wayne S. Whitton

Vice-Chairman

Page 3

RESOLUTION

Relocation Federal-aid Primary Route 28

Addition Federal-aid Primary Route 54

Relocation State Route 27

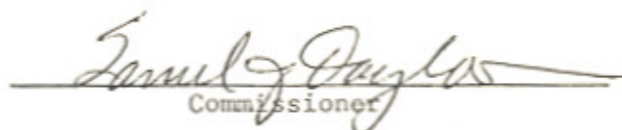
Addition State Route 55



Commissioner

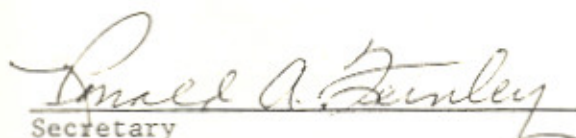


Commissioner



Commissioner

ATTEST:



Secretary

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: August 14, 1975

TO : George W. Bohn, Division Engineer
08-49.23 Federal Highway Administration

FROM : L. R. Jester, P.E.
07-S Chief, Systems Planning Division

SUBJECT: Revision of Federal-aid Primary Route 28 and Addition of Federal-aid
Primary Route 54

The attached resolution adopted by the Utah Department of Transportation Commission on August 8, 1975, indicates the Commission's request for revisions in the subject Federal-aid Routes.

The resolution relates the reasons, justifications and the net mileage revision that would result from the adoption of these recommended changes.

These revisions are in compliance with section 103(c) of Title 23, U.S. Code, regarding cooperation with appropriate local authorities.

Transmitted are the requested number of resolutions and route description sheets pertaining to the revision and addition of these Federal-aid Routes.

Attachment

LRJ:BDB:WDMears:bt

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Utah Division

RECEIVED

1975 SEP 29 10:11:00

DATE: September 26, 1975

In reply
refer to: 08-49.23

SUBJECT: Revision to FAP-28 and Addition
of FAP-54 in Carbon County

DEPT. OF TRANSPORTATION
CENTRAL FILES

FROM : Planning and Research Engineer
Salt Lake City, Utah 84147

RECEIVED

SEP 30

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation Section

TO : Mr. Blaine J. Kay, P.E.
07-SP Director of Transportation
Salt Lake City, Utah

Reference is made to Mr. L. R. Jester's August 14, 1975, memorandum concerning the above subject.

The request to relocate FAP-28 coincident with the Price By-pass and to add FAP-54 through Price as described is approved. These changes are consistent with the functional classification recently completed by your office. The documents submitted by the Price Municipal Corporation and Carbon County are accepted as evidence of cooperation with appropriate local officials.

This first primary system action of the year decreases the primary system mileage by 1.0 mile.

A copy of the approved description sheets are attached for your records.

J. F. Biddiscombe

James F. Biddiscombe, P.E.

Attachments

COPY OF LETTER RETAINED IN CENTRAL FILES RETURN
THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS
BEEN COMPLETED

ROUTED TO	INITIAL	ACTION
<i>Jester</i>		
I-Information		Return to Sender
C-Comment		Signature
A-Approval		P-Prepare Reply for
N-Necessary Action		my Signature

STATE OF UTAH

FEDERAL-AID PRIMARY SYSTEM

Proposed Federal-aid Primary Route No. 54

Approved September 26, 1975

Submitted: August 14, 1975

Route Designation		Brief Description of Route and Termini	County	Total Length
F.A.P. Route No.	State Route No.			
54	SR-55	From Federal-aid Primary Route 28 west of Price easterly via Price to Federal-aid Primary Route 28 southeast of Price.	Carbon	2.8

STATE OF UTAH

FEDERAL-AID PRIMARY SYSTEM

Proposed Revision Federal-aid Primary Route No. 28

Approved September 26, 1975

Submitted: August 14, 1975

Route Designation		Brief Description of Route and Termini	County	Total Length
F.A.P. Route No.	State Route No.			
28	SR-214 SR-27	From a point on Federal-aid Primary Route 1 (FAI-15) north of Spanish Fork southeasterly via Moark Junction, Thistle Junction and the Price Bypass to a point on Federal-aid Primary Route 4 (FAI-70) west of Green River.	Utah Wasatch Carbon Emery	46.1 2.7 39.6 37.6
			Total	126.0

Approved November 4, 1955

Revised March 5, 1971

Note: The revision of this route decreases the total length from 129.8 miles to 126.0 miles, a decrease of 3.8 miles.

RECEIVED

1975 JUL 10 PM 10:31



DEPT. 1 *Deaton*
CENTRAL FILES

CARBON COUNTY

PRICE, UTAH

July 7, 1975

Utah State Road Commission
%James L. Deaton
District Engineer

Dear Mr. Deaton:

In response to your letter of June 6, 1975, we the Board of Carbon County Commissioners concur with the proposed change as your letter states in reference to highway 50 & 6 road between the Blue Cut and the west Price city limits.

We understand that there will be no responsibility to Carbon County for maintenance of this portion of road until the new by-pass highway is completed to its entirety for public use.

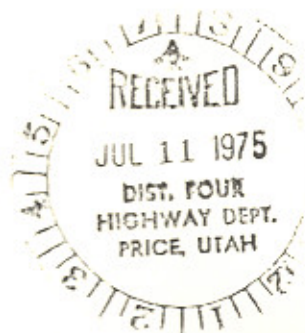
BOARD OF COUNTY COMMISSIONERS

By:

Guido Rachiele
Guido Rachiele, Chairman

COPY OF LETTER RETAINED IN CENTRAL FILES RETURN
THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS
BEEN COMPLETED.

ROUTED TO	INITIAL	ACTION
<i>Deaton</i>		
I-Information	R-Return to Sender	
C-Comment	S-See date	
A-Approval	F-File in file	
N-Necessary Action	My Signature	



WALTER T. AXELGARD
MAYOR
FINANCE-FIRE-POLICE
COUNCILMEN
HAROLD D. PATTERICK
ELECTRIC
AMEL DENISON
STREETS
MARK HANSON
WATER
JAMES L. JENSEN
BUILDINGS-POOL
TOY ATWOOD
PARKS-CEMETERY
RECREATION

PRICE MUNICIPAL CORPORATION

PRICE, UTAH 84501

July 15, 1975

P. HAMPTON MCARTHUR
CITY RECORDER
GARY R. TOMSIC
ADMINISTRATIVE ASSISTANT
ALEX BENE, JR.
CITY TREASURER
LUKE S. PAPPAS
CITY ATTORNEY
A. JOHN RUGGERI
CITY JUDGE
ARTHUR POLONI
POLICE CHIEF
JOHN S. HUEFNER
CITY ENGINEER
GEORGE DUNCAN
BUILDING INSPECTOR

James L. Deaton
District Engineer
Department of Transportation
Price, Utah 84501

Dear Mr. Deaton:

In reference to your letter of June 6, 1975, we hereby concur with your request to redesignate the proposed realignment bypass in Price as Highway US 6 & 50. We also concur with the re-establishing of the existing Price City Main Street from the proposed Price Interchange to the east Price interchange as a state maintained business loop which will be given a new state route number.

We also understand that the existing highway from the railroad underpass to the intersection of Carbon Avenue and Main Street will become a city maintenance responsibility.

As explained by you, we accept the above proposals, as the agreement stipulates, Price City will not incur any maintenance on the existing highway (US 6 & 50) until such time as the bypass route is completed and under traffic use from the Blue Cut to the east Price interchange.

Very truly yours,



P. Hampton McArthur
City Recorder

PHM:vg



UTAH DEPARTMENT OF TRANSPORTATION
Systems Planning Division

STATE AND FEDERAL-AID ROUTE REVISIONS

- Relocation SR-27
- Relocation FAP-28
- Addition SR-55
- Addition FAP-54
- Transfer to Local Jurisdiction

CITY STREET MAP
PRICE
CARBON COUNTY
UTAH

REVISION BY THE
UTAH STATE DEPARTMENT OF HIGHWAYS
SYSTEMS PLANNING DIVISION
PLANNING STATISTICS SECTION

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



Scale
1974

UTAH STATE DEPARTMENT OF HIGHWAYS

cc: Howard B. Leatham, Engineer for Policy & Systems Planning

Same letter sent to: Mr. Guido Rachiele, Chairman, Carbon County Commission

Information sent to: James L. Deaton, District #4 Engineer

Jerry Fenn	Clarence Stephens	Ellen Wandell	Charles Bertolina
Ralph Murdock	Evelyn Crill	Harold Brown	Jim West
Dean Steed	W. J. Stephenson	Ray Behling	Don Jensen
Robert Wheadon	J. Q. Adair	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David L. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Jo Ann Slough	Ezra Christensen
Lillian Witkowski			

October 8, 1975

The Honorable Walter T. Axelgard
Mayor of Price City
Price City Offices
Price, Utah 84501

Dear Mayor Axelgard:

Subject: Relocation of Federal-aid Primary Route 28 and State Route 27,
Addition of Federal-aid Primary Route 54 and State Route 55 in
Price City and Carbon County

Effective September 26, 1975, the Federal Highway Administration concurred in the relocation of Federal-aid Primary Route 28 and State Route 27, also the addition of Federal-aid Primary Route 54 and State Route 55 as described in the enclosed resolution.

Enclosed is a copy of the resolution and a location map.

Very truly yours,

L. R. Jester, P.E.
Engineer for Transportation Planning

Enclosure